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carriages to be found on the main-line trains of British railways, for the use of which no extra fare is charged (except in the case of sleepers), are far superior to the alleged first-class, or 'omnibus' class, of the American railways. The same is equally true of the newer type of compartment carriages on this side." "A comparison of casualties on the railway systems of the two countries is distinctly favorable to British railways, while with ourselves a greater degree of security is afforded by the guarantee that every accident will be the object of close and independent investigation by government officials."

Mr. Pratt recognizes certain excellent features of American railway management, and is especially impressed by the economies effected in the transportation of freight by increasing the size of cars and trains and the hauling power of locomotives. Owing, however, to the shorter haul and the feebler traffic on British railways, he believes "that it by no means follows that what can be done, and done with undeniable success, in the United States would be equally capable of application in our own country."

The conclusions of the author are essentially negative. "British methods are well adapted to meet British conditions, just as American methods are well adapted to meet American conditions, and there is very little for either to learn from the other."

WALTER E. WEYL.

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Germany: The Welding of a World Power. By WOLF VON SCHIERBRAND. Pp. vii, 376. Price, \$2.40 net. New York: Doubleday, Page & Co.

One is disposed to look with suspicion on a book that pretends practically to exhaust the whole subject of "Germany" within the compass of less than 400 pages. There is scarcely an aspect of his subject to which the author does not devote some space and attention. One's suspicion is heightened, moreover, by the journalistic tone of several chapters which do not rise above the level of average newspaper reporting. Yet there are parts of the book which are worth reading and pondering. Those to which the economist and the student of politics will turn with most interest are the chapters on "Political Life," "The Socialist Movement," "The Agrarian Movement," "The Tariff Problem," "Commerce and Manufacturing," "Shipping," and "Germany's Colonies."

Mr. von Schierbrand believes that Germany must be regarded as a "world power" for several reasons: (1) she stands foremost in military power; (2) by 1910 she will be the second maritime power in the world; (3) so far as ocean traffic is concerned, her merchant marine stands second; (4) her population, now approaching 60,000,000, has increased 8 per cent. within the last five years; (5) her foreign commerce is the second largest among nations. Above and beyond these reasons, however, the author very properly calls attention to the excellent technical education which Germany provides for her young men. Prominent exporting houses are accustomed to sending

young well-trained representatives to countries that are their main customers, to study the field for a term of years and to establish permanent business relations. An infinite capacity for painstaking effort and any amount of patience and adaptability are valuable assets in a struggle for the control of foreign markets; and these are eminently German qualities.

The chapter entitled "Germany's Political Turning-Point" maintains that Germany must modify her foreign policy. The Triple Alliance, never regarded by its members as more than a temporary arrangement, is losing its *raison d'être*. There are no sound reasons why Austria and Italy should remain in it, and Germany has passed beyond the stage in which she can regard it as very important. Germany must put herself on terms of intimate friendship, if not on those of a formal alliance, with the only two powers that are open to such an engagement—England and the United States. But an Anglophile foreign policy would be difficult, in view of German dislike for England, and because of the keen, unfriendly commercial rivalry between the two nations. Since the Spanish-American War the trend of things, says the author, has clearly shown that the Emperor means to court the favor of the United States, and his diplomacy has already borne fruit in the settlement of the Samoa difficulty, in the acquisition of the Carolines, and during the recent troubles in China. He has, moreover, given adherence to the American definition of the Monroe Doctrine.

It should be pointed out, however, that the economic interests of the two nations clash too violently ever to permit of a close friendship between them.

The chapters on the Socialist Movement, the Polish Problem, and the Agrarian Movement are the best in the book,—thorough, judicious, and readable. It is impossible to understand German political life or to gauge the probabilities of the future without an understanding of these three subjects; and certainly it would be difficult to find a better account of them than Mr. Schierbrand has given. While the book as a whole attempts to cover too much ground and parts of it sink to the level of mere newspaper gossip, there are nevertheless chapters, like the three to which we have just referred, which deserve careful reading. These passages will command the attention of those who, realizing that the era of American economic exclusiveness is indeed past, recognize that our most formidable rival will probably be Germany rather than England.

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American Tariff Controversies in the Nineteenth Century. By EDWARD STANWOOD. Two volumes. Pp. xiii, 410. Price, \$5.00. Boston: Houghton, Mifflin & Co., 1903.

Aside from the government documents, this is the most comprehensive work upon any phase of the tariff question that has yet appeared. The writer was previously known to the public as the author of a "History of Presidential Elections;" also, in the United States Census for 1900, as well as for 1890, his work is to be seen as that of an "expert special agent" in cotton